AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in this application.

LISTING OF CLAIMS:

1. (Currently Amended) A control device for a vehicle comprising:

~~road surface obtaining~~ means for obtaining a road bank angle of a road surface, on which a vehicle runs, in the vehicle body roll direction;

~~determination~~ means for determining whether the obtained road bank angle ~~itself~~ is greater than a predetermined value or not, wherein the predetermined value is greater than zero; ~~and~~

~~specific process executing~~ means for starting a specific process for restraining a roll angle of the vehicle from increasing based on ~~only the~~ a determination that the obtained road bank angle ~~itself~~ is greater than the predetermined value; and

means for stopping the specific process based on a determination that the obtained road bank angle is smaller than or equal to the predetermined value.

2. (Currently Amended) A control device for a vehicle claimed in claim 1, wherein the ~~road surface obtaining~~ means for obtaining a road bank angle of a road surface is provided with:

~~motion state quantity obtaining~~ means for obtaining motion state quantity showing a motion state of the vehicle;

~~estimated lateral acceleration calculating~~ means for calculating, as an estimated lateral acceleration, an estimated value of a lateral acceleration that is a component of the acceleration exerted on the vehicle in the lateral direction of the vehicle body, based upon the obtained motion state quantity; and

a lateral acceleration sensor for obtaining the actual value of the lateral acceleration as an actual lateral acceleration by detecting the value of the component of external force exerted on the vehicle in the lateral direction of the vehicle body; wherein

the ~~road surface obtaining~~ means for obtaining a road bank angle of a road surface is configured to obtain the road bank angle based upon the result of the comparison between the calculated estimated lateral acceleration and the obtained actual lateral acceleration.

3. (Currently Amended) A control device for a vehicle claimed in claim 2, wherein

the ~~road surface obtaining~~ means for obtaining a road bank angle of a road surface is configured to obtain the road bank angle based upon a difference between the calculated estimated lateral acceleration and the obtained actual lateral acceleration.

4. (Currently Amended) A control device for a vehicle claimed in claim 2, wherein

the ~~specific process executing~~ means for starting a specific process is configured to start the specific process when the obtained road bank angle ~~itself~~

becomes, greater than the predetermined value and when the value of the obtained actual lateral acceleration is greater than the value of the calculated estimated lateral acceleration.

5. (Currently Amended) A control device for a vehicle claimed in claim 2, wherein

the ~~motion state quantity obtaining~~ means for obtaining motion state quantity is configured so as to obtain the wheel speed of each wheel of the vehicle as the motion state quantity, and

the ~~estimated lateral acceleration calculating~~ means for calculating an estimated value of a lateral acceleration is configured to calculate the estimated lateral acceleration based upon the difference between the wheel speed of the wheels at the left side of the vehicle body and the wheel speed of the wheels at the right side of the vehicle body.

6. (Currently Amended) A control device for a vehicle claimed in claim 5, wherein

the ~~estimated lateral acceleration calculating~~ means for calculating an estimated value of a lateral acceleration is configured to calculate the estimated lateral acceleration based upon the difference between the average of the wheel speeds of the front-left and rear-left wheels and the average of the wheel speeds of the front-right and rear-right wheels.

7. (Canceled)

8. (Canceled)

9. (Currently Amended) A control device for a vehicle claimed in claim 1, wherein

the ~~specific process executing~~ means for starting a specific process is configured to start at least one of a process for producing an alarm and a process for decelerating the vehicle as the specific process.

10. (Currently Amended) A control device for a vehicle claimed in claim 2, wherein

the ~~specific process executing~~ means for starting a specific process is configured to start at least one of a process for producing an alarm and a process for decelerating the vehicle as the specific process.

11. (Original) A control device for a vehicle claimed in claim 10, wherein the process for decelerating the vehicle includes a process for producing braking force on the wheels of the vehicle by a brake fluid pressure regardless of an operation of a brake pedal and/or a process for reducing a power from a power source of the vehicle.

12. (Currently Amended) A control device for a vehicle claimed in claim 10, wherein

~~at least~~ one of a the process for producing an alarm and ~~a~~ the process for decelerating the vehicle as the specific process is executed depending upon an amount of time during which the obtained road bank angle ~~itself~~ continues to be greater than the predetermined value, the specific process being changed to the other of the process for producing an alarm and the process for decelerating the vehicle in sequence as the amount of time, during which the obtained road bank angle ~~itself~~ continues to be greater than the predetermined value, ~~becomes long~~ increases.

13. (Currently Amended) A control device for a vehicle claimed in Claim 1, wherein

the ~~specific process executing~~ means for starting a specific process is configured to start the specific process when the obtained road bank angle ~~itself~~ becomes greater than the predetermined value, and when a vehicle body speed is not less than a predetermined vehicle speed.

14. (Currently Amended) A control device for a vehicle claimed in claim 1, wherein the ~~specific process executing~~ means for starting a specific process starts ~~at least~~ one of a plurality of specific processes for preventing the roll angle of the vehicle from being excessive depending upon an amount of time during which the obtained road bank angle ~~itself~~ continues to be greater than the predetermined value, the specific process being changed to another of the plurality of specific process in sequence as the amount of time, during which the obtained road bank

angle ~~itself~~ continues to be greater than the predetermined value, ~~becomes long~~increases.

15. (Currently Amended) A control device for a vehicle claimed in claim 1, wherein the ~~road surface obtaining~~ means for obtaining a road bank angle of a road surface is configured to obtain the road bank angle when the vehicle is running substantially straight.